Amendments to the Specification:

Please replace paragraph [0026] with the following amended paragraph:

[0026] A key feature of the present invention is the means by which the axle assemblies are pivotal between stowed and open positions without need of disassembly, subsequently obviating detachment or tool usage by its' operator. In the preferred embodiment of the invention, the trailer utilizes a straight axle design, adapted to and modified from its' original construction as a common axle joining one wheel to another. [[[0027]]] In the preferred embodiment of the first and second stationary sections of the axle are comprised of a straight axle type commonly chosen to be affixed in a relation disposed beneath the leaf springs. Those skilled in the art should find it apparent that the remaining constituent elements connected to the said axle assemblies; including the leaf springs in combination with their spring brackets, wheel assemblies and the hubs, are comprised of typical conventional components of general vehicular/trailer use and are readily available

Please replace paragraph [0031] with the following amended paragraph:

[0031] Operation of the trailer will now be discussed in connection with FIGS. 1, 2, and 6 beginning with storage of the trailer as shown in FIG. 2. The trailer **10** is stored in the collapsed position horizontally to attain the stowage position in a trapezoidal shape. The rotating suspension joints **52R** and **52L** and the collapsible arms **82** and **84** each work in

in consort to retain the stationary sections **72** of the axle assembly in their respective perpendicular and parallel planes, be they [[is]] in stowed or open configuration. Furthermore, the trailer **10** need not be supported by any other devices such as casters, support beams, or the like, but will be maintained by its' own permanently coupled axle assembly: a feature not provided for in the prior art.

Please replace paragraph [0022] with the following amended paragraph:

[0022] As illustrated in Figures 1 and 6, and specifically to FIG. 2, a set of longitudinal lateral sections **28** and **30** are constructed rectangularly of steel tubing and are considerably wider than said axial section **20** of the preferred embodiment. A pair of section hinges **26R** and **26L** are located proximately to the interior [[ledges]] edges of sections **28** and **30** sandwiched between central section **20**. The first and second hinge members **26L** and **26R** comprise a means for pivotally coupling the first and second sections **28, 30** to the axial section **20**, Section hinges **26L** and **26R** are affixed in such a fashion that, when coupled, the lateral sections **28** and **30** will point downwardly at an angle curtailed of 180 degrees, thus facilitating and easier folding of the platform **11**. The first and second hinge members **26L** and **26R** permit the first and second sections **28** and **30** to be rotated relative to one another to allow the first and second sections to assume 1) an open position wherein the first outer edge **48** is distal from the second outer edge **50** and the upper surfaces of the first, second, and third sections **28, 30** and **20** are substantially co-planar (as viewed in FIG. 1) and 2.) a closed position wherein the first outer

edge **48** is moved immediately closer and parallel to said second outer edge with the third axial section **20** disposed therebetween. (as shown in FIG. 2)

Please replace paragraph [0027] with the following amendments:

[0027] As singularly illustrated in Figures 3 and 4, the first axle assembly means is comprised of three main elements: a first wheel assembly combined with a hub **70**, a stationary section of the axle **72** and a collapsible arm **84**. The stationary section is comprised of a square hollow tube which in turn, a leaf spring **56** may be bracketed to the center of said section **72** of the axle. Secondly, the leaf spring is then attached to the tubing **60** of the rotating suspension joint via its respective spring hangers **62A** and **62B.** The basal location of the leaf spring **56** is then bolted by means of a standard mounting bracket **68** to section **72** of the axle. Referring to FIGS. 3 and 4, the hub **70** and wheel suspension means, upon which the wheel (not shown) is to be bolted resides at the distal end of the stationary axle section **72**. As represented in FIG. 5, directly upon area **78** at section **72** is a perpendicularly mounted central kingpin **80**, which in turn passes through the axle assembly at section **72**. Referring to the exploded view of FIG. 5., first **84** and second **82** collapsible arms [[each include an identical aperture]] each include an identical aperture **86,** at their distal ends and an additional pair of identical smaller apertures **74A** and **74B**, located at point **75**, respectively. The first and second arms **84** and **82** are made up of solid, elongated steel, each arm having a length approximately equal to two-thirds

platform **11** width It should be noted that the platform width is calculated by utilizing Both sections **28** and **30** and the central section **20** combined. The distal ends of each arm **82** and **84** connect central kingpin **80** within the stationary sections **72** of each axle assembly by passing through an aperture **86**. Each arm **82** and **84** have a bolted "L" shaped flange **88** containing identical corresponding apertures **90** at their proximal ends and also have two smaller identical apertures **92A** and **92B** located at the base end of this flange **88**.

Please replace paragraph [0013] with the following paragraph; within the preliminary amendment this error was corrected but I did not underline or correct this within my clean copy submitted on 10/23/04 of the Summary.

SUMMARY

[0013] Generally, speaking,[[inn]] <u>in</u> accordance with the present invention, the collapsible trailer comprises a platform having a first and second longitudinal section hingeably mounted to a third central section. The platform is pivotable between an open position, wherein the two longitudinal sections join the third in the same plane, and in a closed position wherein the platform is in a folded relation and the longitudinal sections retract vertically in a side-by-side fashion. Furthermore, the various components of the trailer are adapted to be secured by flanges or by locking pins which enable the trailer to be stowed or opened without disassembly procedures thereby necessitating the use of tools.